

CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

25X1

U. 4734 2. 11 Germany

DATE DISTR 3 February 1975

SUBJECT Conference of Ministers Discussion on the
 East German Transportation Situation

NO. OF PAGES 4

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
MFO

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794 OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. The East German Transport Plan for 1954 was not fulfilled by the Reichsbahn and the Schifffahrt in the first three quarters of 1954. The main reason given was that the collective economy had not loaded on freight cars and ships the amounts of coal, construction materials, and bulk consumer goods foreseen in the Economic Plan; thus, the freight space provided by the Reichsbahn and the Schifffahrt for this purpose was not completely utilized. The expected concentration of freight space for the economy in the fourth quarter of 1954 will also be intensified by an increase in imports, for which the Reichsbahn will have to provide the freight cars. The Ministry for Railroads, the State Secretariat for Shipping, and the State Secretariat for Roads and Traffic are, in conjunction with the collective Ministries, State Secretariats with Independent Jurisdiction, and Bezirk Councils, to insure that transportation (freight space) will be guaranteed for the following: the fulfillment of the Economic Plan; the supplying of the population with coal, potatoes, and the most necessary consumer goods; and the smooth functioning of production of the various enterprises.
2. The Presidium of the Council of Ministers decided on 14 October 1954 on the following measures:
- a. Minister for Railroads Roman Chwalek was to be responsible for the implementation of the following measures:
- (1) Decrease of the rotation time for R. R. cars (Wagenumlaufzeit) to at least 2.8 days.
 - (2) Reduction in the fourth quarter of 1954 of the railroad service cars (Bahndienstwagen) in order to be able use at least 800 service cars for East German domestic purposes.
 - (3) Examination of the damaged freight cars which had been sidelined, in order to obtain at least 1,500 cars for domestic use, especially for the transporting of potatoes, beets, and milk goods.

CLASSIFICATION SECRET

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION					
FEDERAL	<input checked="" type="checkbox"/> AR	<input checked="" type="checkbox"/> FBI						

25X1

SECRET

25X1

- 2 -

- (4) Insuring that the total load capacity of the freight cars is used to its maximum by the enterprises.
- (5) Establish percentages, for each type of freight car, of permissible overloading of freight cars.

- b. The following officials were made responsible for any and all measures necessary to insure that loading and unloading of freight cars take place on Sundays and holidays, as well as for insuring that loading and unloading proceed without interruption day and night:

Minister for Railroads Roman Chwalek
 Minister for Heavy Industry Fritz Selbmann
 Minister for Agriculture and Forestry Paul Scholz
 Minister for Light Industry Dr. Wilhelm Feldmann
 Minister for Machine Construction Heinrich Rau
 Minister for Construction Heinz Winkler
 Minister for Trade and Supply Kurt Wach
 Minister for Food Industry Kurt Westphal
 State Secretary for Control and Purchase of Agricultural Products Hermann Streit
 State Secretary for Shipping Heinz Hess

- c. Minister Selbmann was made responsible for insuring that the unloading of freight cars in the Oelsnitz pit-coal area and in the Wismut SDA&G area be accomplished on Sundays as well as on work-days.
- d. Minister Chwalek was to regulate: the procedure for ordering freight cars; the penalties for exceeding the loading and unloading time limits; and the penalties for non-utilization of freight cars assigned for loading to the various enterprises. The Reichsbahn was informed that it would be penalized five DME per hour for each freight car which was not ready for unloading according to the previously resolved time limits.
- e. Minister Selbmann, Minister Winkler, State Secretary Streit, and the Chairmen of the various Bezirk Councils were made responsible for organizing the shipments of various bulk goods (coal, potatoes, fertilizers, etc.) in either complete and separate units (geschlossene Züge) or in groups of at least ten cars according to distribution points (Verteilerknoten).
- f. On the field of internal traffic, all goods capable of being transported by water were to be handled by Schiffahrt. State Secretary Hess was ordered to make all existing shipping space available for the handling of bulk goods.
- g. Minister Scholz was made responsible for insuring shipment of seed crops (Saatgut) for the spring of 1955 be in February and March of 1955.
- h. Minister Wach was ordered to:
 - (1) Examine the Distribution Plans for supplies, such as coal and potatoes, with the goal of achieving unhindered shipments out of the ports and loading points; reach agreement on transport media for distribution; and to supervise the implementation of the Plans.
 - (2) Insure that the distributing points of the various commercial agencies, Konsums, and communal wholesalers be sufficiently staffed to handle the unloading of goods night and day.

SECRET

SECRET

25X1

1. Minister for Foreign and Domestic Trade Kurt Gregor was to insure that:
 - (1) in connection with the conclusion of contracts for imports, freight space be used as outlined in the International Railroad and Shipping Agreement (International Eisenbahn- und Schiffsabkommen) of the respective delivering countries.
 - (2) in case of a request for additional freight space, approval of either Minister Chwalek or State Secretary Hess be obtained before concluding the import contract.
- j. Minister Gregor, in conjunction with State Secretary Hess, was to begin transactions with the Polish government with the idea of arranging for part of the coal imported from Poland to be shipped by sea and a for 24-hour notice to be given for transloading in Fuerstenberg.
- k. State Secretary for Roads and Traffic Heine Weiprecht was ordered to give priority consideration to the organizing of truck traffic, and especially factory traffic, so that trucking from a factory to a ship, or train, or from a ship or train to a factory, will be unimpeded and cause no interruptions in the railroad or shipping traffic. Also, in connection with the above, State Secretary Weiprecht was to collaborate with the users of the freight space in the organizing of measures to insure night and holiday handling of goods at the various points of shipping concentration. For the fulfillment of this task, the various Bezirksdirektionen were to maintain around-the-clock staffs under the supervision of the chiefs of the Traffic Departments of the respective Bezirk Councils.
- l. The various Bezirk, Kreis, Stadt, and Gemeinde Council Chairmen were ordered to insure the continuous loading and unloading of transport goods through the setting-up of loading and unloading brigades, and to insure that especially outstanding brigades receive premiums from Direktor Fund II. Further, these officials were to insure that goods-packing and potato-bagging, as well as the distribution of such goods at loading places must not take place, if such action interferes with the expeditious on and off-loading. The clearing of the loading places must be enforced by all means. The population must be advised to pick up the potatoes, coal or other winter provisions at the distribution points.
- m. On order of State Secretary Weiprecht, priority is to be given to inter-Bezirk and inter-Kreis traffic at the expense of intra-Bezirk and -Kreis traffic.
- n. Minister for Labor Fritz Macher was ordered, in conjunction with the FDGB, to assure that, in case of a shortage of labor (especially in the loading and unloading of the autumn shipments), the corresponding overtime would be approved.
- o. Minister for Finance Johannes Loch was ordered to handle any problems arising through the exceeding of the Manpower Plan and the Wage Fund made necessary by the new extra-shift system.
- p. The collective ministers, state secretaries with independent jurisdiction, and chairmen of the Bezirk councils were ordered to examine carefully the reality of the November and December requests for freight space. In this examination, cross-traffic and unnecessarily

SECRET

SECRET

25X1

- 4 -

long trips were to be eliminated; all goods capable of shipment by water were to be handled by the Schiffahrt.

- q. Minister Winkler was made responsible for placing at the disposal of the Eisenhuettenkombinat StalinStadt, before 31 December 1954, two grab buckets (Kraupengreifer) for increasing the transloading capacity of the plant port.
- r. State Secretary Streitz was ordered to insure that the grain elevators (Silos) in the various ports can always receive on transloadings of goods from either freight cars or ships without delay. He was also to see that unnecessary trips were eliminated and that transit shipments were sent by the shortest route.

 Comment: The East German railroad and shipping administrations.

25X1

 25X1

SECRET

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 8 February 1955

SUBJECT Conference of Ministers Discussion on the
East German Transportation Situation

NO. OF PAGES 4

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELA-
TION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The East German Transport Plan for 1954 was not fulfilled by the Reichsbahn and the Schiffahrt in the first three quarters of 1954. The main reason given was that the collection of freight cars for coal, construction materials, and bulk consumer goods was not in accordance with the Economic Plan; thus, the freight space provided by the Reichsbahn and the Schiffahrt for this purpose was not completely utilized. The expected concentration of freight space for the economy in the fourth quarter of 1954 will also be intensified by an increase in imports, for which the Reichsbahn will have to provide the freight cars. The Ministry for Railroads, the State Secretariat for Shipping, and the State Secretariat for Roads and Traffic are, in conjunction with the collective Ministries, State Secretariat, Independent Jurisdiction, and Bezirk Councils, to insure that the freight space will be guaranteed for the following: the fulfillment of the Economic Plan; the supplying of the population with coal, potatoes, and the most necessary consumer goods; and the smooth functioning of production of the various enterprises.

2. The Presidium of the Council of Ministers, on 14 October 1954, took the following measures:

- a. Minister for Railroads Roman Chwalek was to be responsible for the implementation of the following measures:

- (1) Decrease of the rotation time for freight cars (Wagenumlaufzeit) to at least 2.8 days.

- (2) Between 1 October and 31 December 1954 of the railroads:

- (3) Examination of the damaged freight cars which had been taken out of service. At least 1,500 cars for the transportation of petroleum products were to be repaired.

SECRET CONTROL
U. S. OFFICIALS ONLY

25X1

- 2 -

- (4) Insuring that the total load capacity of the freight cars is used to its maximum by the enterprises.

[REDACTED] [REDACTED] for each type of freight car, of [REDACTED]

b. The following officials were made responsible [REDACTED] and all measures [REDACTED] to insure that loading and [REDACTED] of freight cars [REDACTED] place on Sundays [REDACTED] insuring the [REDACTED] and unloading [REDACTED] day and night [REDACTED]

Minister for Railroads Roman Chwalek
Minister for Heavy Industry Fritz Selbmann
Minister for Agriculture and Forestry Paul Scholz
Minister for Light Industry Dr. Wilhelm Feldmann
Minister for Construction Heinrich Rau
Minister for [REDACTED] Winkler
Minister for [REDACTED] Kurt Wach
Minister for Food Industry Kurt Westphal
State Secretary for Control and Purchase of Agricultural Products Hermann Streit
State Secretary for Shipping Heinz Hess

- c. Minister Selbmann was made responsible for insuring that the unloading of [REDACTED] in the Oelsnitz pit-coal area and in the Wismut SDAG [REDACTED] accomplished on Sundays as well as on work-days.
- d. Minister Chwalek was to regulate: the [REDACTED] ordering freight cars; the penalties for excess [REDACTED] loading and unloading time limits; and the penalties for [REDACTED] of freight cars assigned for loading to [REDACTED] bahn was informed that it [REDACTED] each freight car which was not [REDACTED] previously resolved time limits.
- e. Minister Selbmann, Minister Winkler, State Secretary Streit, and the Chairmen of the various Bezirk Councils were made responsible for organizing the shipments of various bulk goods (coal, potatoes, fertilizers, etc.) in either complete and separate units (geschlossene Züge) or in groups of at least ten cars according to distribution points (Verteilerknoten).
- f. On the field of internal traffic, all [REDACTED] capable of being transported by water were to be handled [REDACTED] tary Hess was ordered to make all [REDACTED] able for the handling of bulk goods [REDACTED]
- g. Minister Scholz was made responsible [REDACTED] seed crops (Saatgut) for the spring and March of 1955.
- h. Minister Wach was ordered to:
- (1) Examine the Distribution Plans for supplies, such as coal and potatoes, with the goal of achieving [REDACTED] the ports and [REDACTED] transport media [REDACTED] distribution of [REDACTED] s.

i. Minister for Foreign and Internal Trade Kurt Gregor was to insure that [REDACTED]

SECRET CONTROL
U. S. OFFICIALS ONLY

SECRET CONTROL
U. S. OFFICIALS ONLY

25X1

3 3 -

- i. Minister for Foreign Affairs Kurt Gregor was to insure that:
 - (1) in connection with conclusion of contracts for imports, freight space was to be secured as outlined in the International Railroad and Shipping Agreement (International Eisenbahn- und Schiffsabkommen) of the respective delivering countries.
 - (2) in case of a request for additional freight space of either Minister Chvalbik or State Secretary [redacted], obtained before concluding the import contract [redacted].
 - j. Minister Gregor, in conjunction with State Secretary Hess, was to begin transactions with the Polish government with the idea of arranging for goods imported from Poland to be shipped by sea. Notice to be given for transloading in Fue [redacted].
 - k. State Secretary for Roads and Traffic Heine Weiprecht was ordered to give priority consideration to factory traffic and especially factory traffic [redacted].
- above, State Secretary Weiprecht was to collaborate with the users of the freight space in the organizing of measures to insure night and holiday handling of goods at the various points of shipping concentration. For the [redacted] Bezirksdirektionen were [redacted] under the supervision of [redacted] of the respective Bezirk Councils.
- l. The various Bezirk, Kreis, Stadt, and Gemeinde Council Chairmen were ordered to insure the continuous loading and unloading of transport goods through the setting-up of loading and unloading [redacted].
- putation of such goods [redacted] must not take place, if such [redacted] interferes with [redacted] on and off-loading. The clearing of the loading places must be enforced by all means. The population [redacted].
- m. [redacted] of State Secretary Weiprecht, priority is to be given to [redacted] traffic at the expense of intra-Bezirk [redacted] traffic.
 - n. Minister for Labor Fritz Macher was ordered, in conjunction with the FDGB, to assure that, in case of a shortage [redacted] in the loading and unloading of the autumn [redacted] pending overtime would be approved.
 - o. Minister for Finance Johannes Leeb was ordered to handle any problems arising through the exceeding of the Manpower Plan and the Wage Fund made necessary by the new extra-shift system.
 - p. The collective Ministers, State Secretaries with independent jurisdiction, and Chairmen of the Bezirk Councils were ordered to examine carefully the reality of the November and December requests for freight space. In this examination, cross-traffic and unnecessarily [redacted].

SECRET CONTROL
U. S. OFFICIALS ONLY

SECRET CONTROL
U. S. OFFICIALS ONLY

25X1

- 4 -

trips were to [REDACTED]
y water were t [REDACTED]

- q. Minister Winkler was made responsible for placing at the disposal of the Eisenhuettenkombinat StalinStadt, before 31 December 1954, two grab buckets (Raupengreifer) for increasing the transloading capacity of the plant port.

- r. [REDACTED] Streit [REDACTED]
various part [REDACTED]
ods from [REDACTED]
out delay. He was also to see that [REDACTED]
trips were eliminated and that trans [REDACTED]
sent by the shortest route.

[REDACTED] Comment: The East German railroad and shipping adminis-
trations.

25X1

25X1

SECRET CONTROL
U. S. OFFICIALS ONLY